Montreal.

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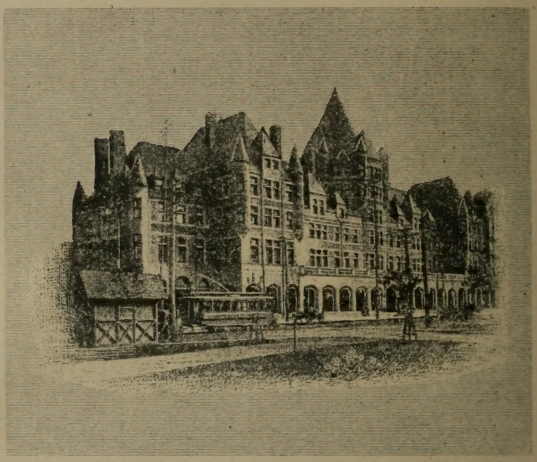
ACROSS CANADA

FROM OCEAN TO OCEAN.



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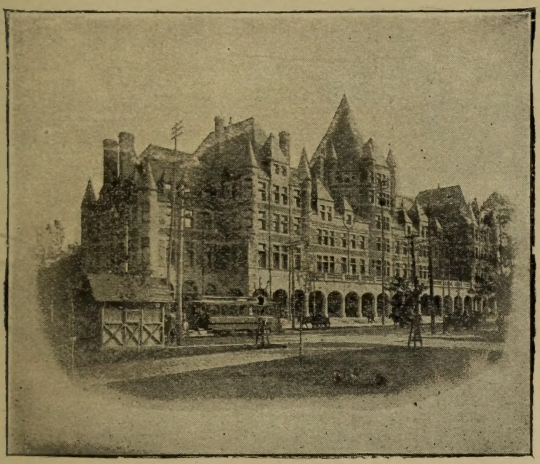

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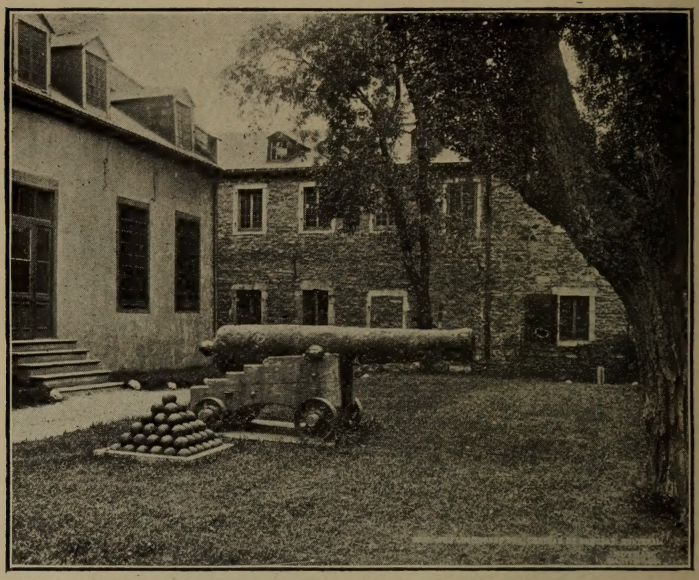

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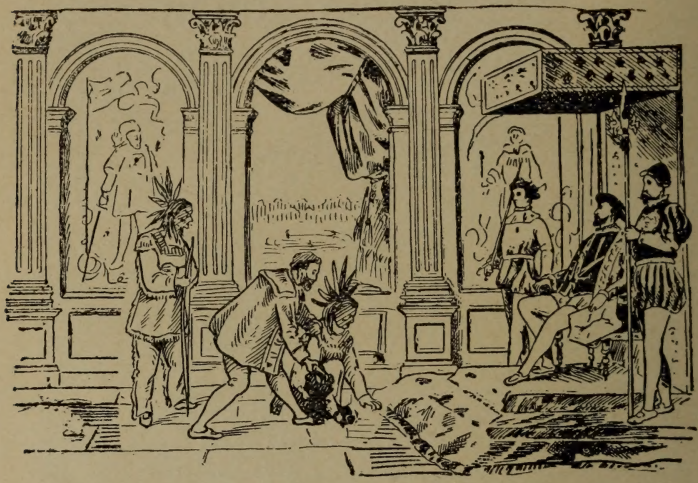

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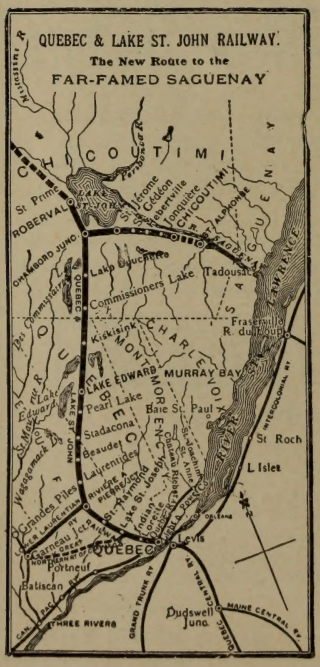

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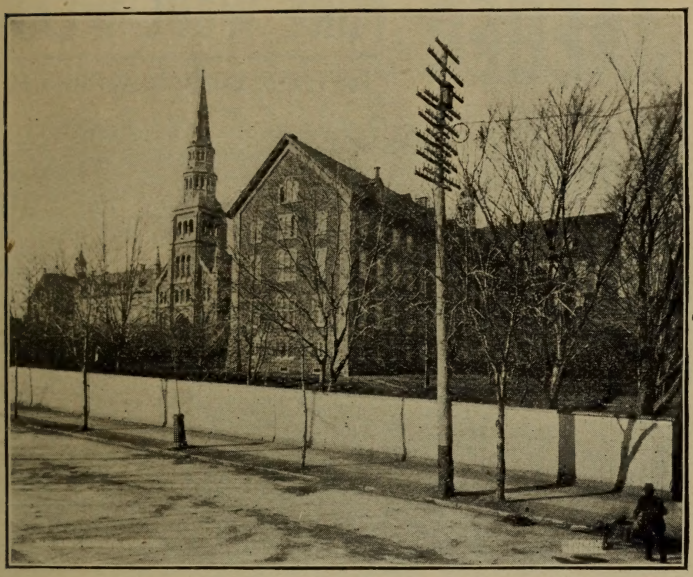

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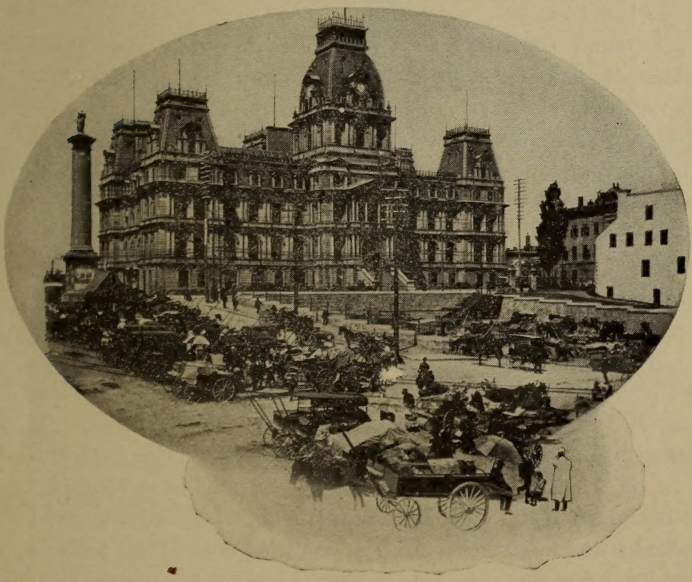
MONTREAL

PROVINCE OF QUEBEC

CANADA.

Entered, according to Act of the Parliament of Canada, in the year 1906, by HENRY MILES, at the Department of Agriculture.

MONTREAL, a city of some 350,000 souls, so named from the Mountain between whose base and the mighty St. Lawrence the city lies, is the commercial Metropolis and National Port of the Dominion of Canada. Situated at the head of navigation of one of the greatest of rivers—a river which drains a most fertile and generous land—Montreal is destined to occupy a foremost rank among the cities of this continent. In the year 1535, Jacques Cartier



City Hall and Nelson Monument.

came up the St. Lawrence to where the city now stands, and found a large well-fortified Indian town called Hochelaga. Later on, in 1611, Champlain established a trading-post and

1906
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called it Place Royale; a tablet in front of the Custom House now marks the spot. It was not, however, till 1642 that Paul de Chomedy, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. For almost a century and a quarter Canada remained a French colony, and not till the Treaty of Paris, in 1763, did Montreal become a British city. Since then, French and English, have lived together, happily and prosperously, side by side, each in the enjoyment of his own language and religion, both working strenuously for the development of Montreal as a National Port, which will eventually be second to none upon the continent.

The early history of the United States is indelibly blended with that of Montreal, for it was from this city that many of the strong men of one, two and three centuries ago went forth to discover, to govern, to trade and to convert. On St. Paul Street, just east of Place Royale, stood the birth-place of Pierre and Jean-Baptiste Le Moyne, the men who discovered the mouth of the Mississippi river, in 1699, founded New Orleans, and who were, between them, governors of Louisiana for forty-six years.

Between 1666 and 1668, Jacques Marquette, the great Jesuit missionary and discoverer, was a familiar figure in Ville-Marie, and he left the banks of the St. Lawrence on his voyage of discovery to the Mississippi. It was to Montreal that Sir William Johnson, of Johnson Hall, on the Mohawk, came in 1760, and on the site of the present Bonsecours Market stood the residence occupied by his son, Sir John Johnson, Indian commissioner, and it was here that peace conferences were held with the great Indian chiefs Brant and Tecumseh.

At the corner of St. Peter and St. Paul streets stood the residence of Robert Cavelier, Sieur de La Salle. In 1666 La Salle came to Montreal, to go, ten years later, on his voyage of discovery into the North-west and thence to the Gulf of Mexico. On the lower road leading from Montreal to Lachine can still be seen the remains of a fortified seignorial château which, tradition asserts, was the home of La Salle in the year 1668.

Some Historical Reminiscences.

Near the Place d'Armes stood the house of Sieur du Luth, after whom the city of Duluth, in Minnesota, is named. On Notre-Dame street, west of St. Lambert Hill, was the residence of La Mothe Cadillac, who left the then little

French village to proceed westward and found the now beautiful city of Detroit. A tablet on the Leeming-Miles Building erected on this spot, records this fact—The Tourists Information Bureau is in this Building. In later years such men as Washington Irving, General Montgomery, Benjamin Franklin, Arnold, Chase, Carroll and John Jacob Astor followed one after the other to Montreal, each leaving a lasting imprint in the city's history.

A little tablet at the corner of Notre-Dame and St. John streets, with the following inscription: "Forretier House. Here General Montgomery resided during the winter of 1775 6," reminds us that the city was once in the hands of our southern neighbors. Sir Guy Carleton—whose name will always be associated with the Quebec Act, 1774—won back the

Statue of Maisonneuve—Place d'Armes Square.

city for us, and since then Montreal has stood secure, though again threatened during our troubles with the great republic to the south, in 1812-15. Its growth in population has been consistent. At the time of the cession to Great Britain, the city had only a population of some 3,000; at the beginning of last century, this had increased to 12,000, and at the present time she boasts of some 350,000 inhabitants.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully-wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of northern New York. The natural beauty of the site is more than matched by its practical importance as the head of ocean navigation ; as the key to and from the great interior of the Dominion, as the spot whence all traffic upon the great waterways of the country must centre, Montreal can never lose its maritime and commercial supremacy.

Immediately to the west of the city has been built the Lachine canal, thus obviating the difficulties to navigation presented by the Lachine rapids. The passenger steamers "run the rapids," and this is a most exciting and indeed a never-to-be-forgotten experience enjoyed by thousands of tourists each year.

The Lachine rapids were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario," afterwards known as the "Lord Sydenham."

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion.

To facilitate direct railway communication with the city, two magnificent bridges span the St. Lawrence. The Victoria Jubilee Bridge, opened for traffic in 1860, by His Majesty King Edward VII., then Prince of Wales, is a double-track steel open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. It is a magnificent structure, over two miles long, and brings its traffic directly into the city. The other bridge over the St. Lawrence belongs to the Canadian Pacific Railway, and crosses the river at the head of the Lachine rapids, striking the north shore a little below the village of Lachine and about seven miles west of the city. This bridge is also a great triumph of engineering. There are also bridges over the Ottawa, of which the principal, the "Laurier Bridge" owned by the Great Northern Railway of Canada, part of the Mackenzie & Mann Railway System, was opened in January, 1904, and is second only to the "Victoria Jubilee" in length and value.

Court House.

Ocean steamships, run direct between Montreal and British ports; as also to several Continental ports. In connection with the large ocean traffic, the following tablet, found on the walls of the Canadian Rubber Company's works, on Notre Dame street, records this interesting fact: "1829-1833. The Pioneer of Steam Navigation. On this site stood Bennet & Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean, entirely propelled by steam."

Steam communication between Montreal and Quebec dates as far back as 1809, when John Molson, the father of steam navigation on the St. Lawrence, launched the steamer "Accommodation" for Montreal and Quebec service, as shown by a tablet on the wall of Molson's brewery.

The City's Foreign Trade.

The harbor of Montreal, situated on the north side of the River St. Lawrence, has seven miles of wharfage accommodation, and this is being constantly increased.

The revetment-wall is a magnificent piece of granite masonry running along the river-front and securely protecting the city from inundation.

Shawinigan Falls, on Great Northern Railway.

Montreal's trade with foreign countries has grown very fast of late years, the short route to Europe *viâ* the St. Lawrence meeting with universal commendation of trader and passenger alike. Montreal is the great export centre of the continent for dairy produce, and the exports exceed those of New York in butter and cheese.

The exports from the port of Montreal for the year 1905 amounted to $59,411,278, and the value of the imports to $78,457,031. The Customs duty collected at Montreal amounted to $11,591,656.

Built chiefly of limestone, of which there is an inexhaustible supply at hand, Montreal's public and private buildings wear a look of stability, comfort and wealth. Many of its private residences, university buildings and churches are magnificent examples of architecture.

Churches of Interest.

One of the most important of these churches is the Roman Catholic parish church of Montreal. It is situated on Notre Dame street, facing Place d'Armes Square, and is a massive and impressive structure. The style is of a composite Gothic order, combining different varieties of a severe French design. The vast auditorium holds ten thousand people. The organ is reputed to be the finest on the continent.

The towers are 228 feet high. In the western tower, from the top of which a view is obtained, is hung the great bell, *Le Gros Bourdon*, the largest in America, weighing 24,780 pounds. The bell was cast in London, in 1846. In the eastern tower are ten bells, which require eighteen men to ring them.

The Seminary adjoins the church, and here since 1710 have been kept all the registers—baptismal and others—of the city. Here also is found a vast wealth of historic treasure. The building, including the old stone wall on the Notre-Dame street side, has seen practically no change since erected, nearly two hundred years ago. The fleur-de-lys, the quaint old-time clock, with its little bells which tinkle off the quarters and hours, are all relics of old French occupation.

The following interesting tablets contain a great deal of important history in brief space:

"The Seminary of St. Sulpice, founded at Paris by Monsieur Jacques Olier, 1641; established at Ville-Marie 1657; Monsieur Gabriel de Queylus, Superior; Seigneurs of the Island of Montreal, 1663."

"François Dollier de Casson, first historian of Montreal, captain under Marshal de Turenne, then priest of St. Sulpice during thirty-five years. He died in 1701, curé of the parish."

St. James' Cathedral (Roman Catholic) is situated on Dorchester street, at the eastern side of Dominion Square. Designed to exceed in size and magnificence all other ecclesiastical buildings on this continent, it is built on the model and being one-third the size of St. Peter's at Rome. The foundations were commenced in 1870, and the structure completed 30 years later.

St. James' Cathedral (Roman Catholic).

It is built in the form of a cross, 330 feet long and 222 feet wide. The dome is the great feature of the building, and is seen from all parts of the city. It is 70 feet in diameter at its base, and the summit is 210 feet from the floor of the church. The exterior height of the dome to the top of the cross is 250 feet.

The palace of the Roman Catholic Archbishop of Montreal adjoins the cathedral to the south.

The church of Notre-Dame-de-Bonsecours, situated on St. Paul Street, at the east end of Bonsecours Market, is historically, perhaps, the most important of Montreal's churches. It was named Bonsecours to commemorate the many escapes of the colony from destruction by the Iroquois

Indians. It was the first stone church in Montreal. The foundations were laid about 1657, by the celebrated Sister Bourgeois.

The church of the Gesù, on Bleury street, is a favorite resort for visitors on account of the beauty of its frescoes, and the exquisite music of its choral services.

Christ Church Cathedral.

Christ Church Cathedral (Anglican), is situated on St. Catherine street. It is, architecturally, the finest church edifice in the city, and is an excellent specimen of the decorated Gothic style. It was built in 1859, under the *régime* of Bishop Fulford, a marble bust of whom stands in the left transept, and to whose memory there is erected in the churchyard a fine monument similiar to the Martyr's Memorial in Oxford. The spire, built entirely of stone, the only one of the kind in Canada, is 211 feet high.

The Presbyterians have about twenty churches in Montreal, some of them handsome architectural structures.

St. James' Methodist Church, on St. Catherine street, is one of the largest Protestant churches in the city.

The Seats of Learning.

McGill University grounds lie at the foot of the slope of Mount Royal.

Close to grounds are situated the Royal Victoria College (for the Donalda Department), the building of the Faculty of Comparative Medicine and Veterinary Science, the Gymnasium, and the four affiliated theological colleges—Diocesan, Presbyterian, Wesleyan and Congregational.

Royal Victoria College.

The modern buildings are magnificent in their architecture and unrivalled in their equipment. The princely munificence of Sir William McDonald has erected and endowed the Physics building and the Chemistry laboratories. It is said by experts that these are unsurpassed, not only on this continent, but in the world. In 1886 Lord Strathcona and Mount Royal, Chancellor of the University, endowed the Royal Victoria College for the instruction of women in the Arts course. In addition to the endowment of one million dollars, he built the college at a cost of three hundred thousand dollars.

Laval University is situated on St. Denis street, one of the chief thoroughfares of the eastern part of the city. It is a handsome building in modern Renaissance style, with a frontage of 190 feet. Laval University was founded in 1852 at Quebec, by the Seminary of that city, who gave it the name of the founder, François de Montmorency-Laval.

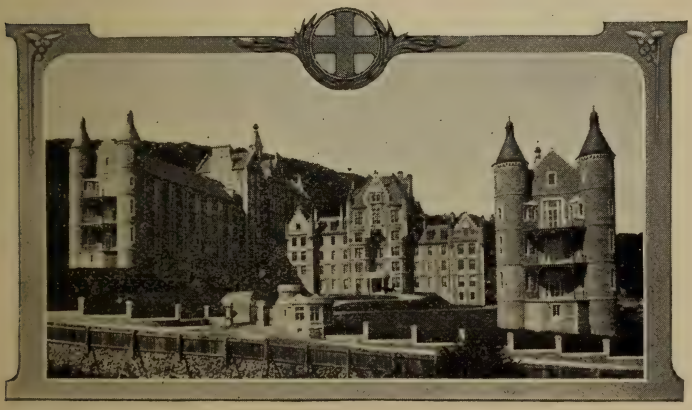
The College of Montreal, or *Petit Séminaire*, is the junior branch of the Seminary of St. Sulpice, and is situated on Sherbrooke street, to the west of Guy street.

Behind the college, farther up the hill, stands the old country house of the Seminary, and still farther up is the handsome structure built as the headquarters of the order. The village of the Indian converts stood in a walled enclosure to the east. The two towers which remain standing, in an excellent state of preservation, formed originally a portion of the wall. One of the old towers was used, in early times, as

a chapel for the Indian mission, and the other as a school. A tablet on the chapel tower bears this inscription: "Here rest the mortal remains of François Thoronhiongo, Huron; baptized by the Reverend Père de Brébeuf. He was, by his piety and by his probity, the example of Christians and the admiration of the unbelievers; he died, aged about 100 years, the 21st April, 1690." The Père de Brébeuf, along with Père Lalement, was tortured to death by the Iroquois with every cruelty devisable.

The school held in the other tower had at one time a very famous native teacher. She was called "the Schoolmistress of the mountain," and a memorial is erected to her memory: "Here rest the mortal remains of Marie-Thérèse Gannansagouas of the Congregation of Notre-Dame."

Above the door of the western wing is the legend, "*Hic Evangelibantur Indi*" — "Here the Indians were evangelized." Two tablets are seen on the wall on Sherbrooke street: the one to the west stating that the Indian mission was founded in 1677, and recording some facts about the towers; the other to the east marking the position of General Amherst's army at the time of the surrender of the town to Britain.



The Royal Victoria Hospital.

There are many large public institutions in Montreal, offering interest to strangers visiting the city. The hospitals bear witness to the benevolence of the citizens; and the equipment and character of these institutions show that Canada is in the front rank of surgical and medical science. Very

notable among them is the Montreal General Hospital, established 1818, situated towards the eastern end of Dorchester street.

Hospitals and Asylums.

The Royal Victoria Hospital was founded in the year 1887, in commemoration of the jubilee of Her Majesty the late Queen Victoria. The founders, Lord Mount Stephen and Lord Strathcona, each contributed one million dollars for its erection, equipment and endowment.

The Hôtel-Dieu St.-Joseph-de-Ville-Marie is the oldest and largest of the Roman Catholic hospitals in the city. It is situated on Pine Avenue, on land given by Benoit and Gabriel Basset. It was founded in 1644, by M^lle^ Mance, whose name is inseparable from the early history of the city.

The following tablet: "Hôtel-Dieu-de-Ville-Marie, founded in 1644 by Jeanne Mance. Transferred in 1861 to this land, given by Benoit and Gabriel Basset. Removal of the remains of Jeanne Mance and 178 nuns, 1861," records the occupation of the present site. Jeanne Mance forms the subject of one of the groups at the base of the statue on Place d'Armes. She is represented as tying up a child's cut finger.

The order of the nuns of the Hôtel-Dieu is known as "the Black Nuns." Those who take the full vows never leave the premises.

The Notre-Dame Hospital was established in 1880. It is managed by Roman Catholics, but its doors are open to all.

The Grey Nunnery, so called from the dress of its community, is situated on Dorchester street, to the west of Guy street. It was founded in 1692, when Louis XIV. of France, had granted, by letters-patent, to the Bishop of Quebec, the governor and their successors, power to establish general hospitals and other similar institutions. Over the gateway of the new building is placed the inscription: "Hôpital général des Sœurs Grises. Fondé en 1775. Mon père et ma mère m'ont abandonné, mais le Seigneur m'a recueilli Ps. 26."

In a corner of the ground is a red cross which marks a murderer's grave. For the killing of an old man and his wife, for their money, this murderer, Belisle by name, was arrested, tried, convicted and condemned "to torture, ordinary and extraordinary, and then to have his arms, legs, thighs and ribs broken, alive, on a scaffold to be erected in the market-place of this city, then put on a rack, his face towards the sky, to be left to die."

Montreal's Pleasure-grounds. Montreal has many pleasure-grounds, and its parks and squares are laid out with good taste. There are three large public parks—Mount Royal, St. Helen's Island and Parc Lafontaine.

Mount Royal is an ideal crown for a city. Rising directly behind the city, it is covered to the summit with beautiful trees, under whose grateful foliage thousands find a cool and quiet spot. From the summit may be had a most enchanting panoramic view of the valleys of the St. Lawrence and Ottawa rivers and of the island itself. Unquestionably the finest view is obtained from the "Look-out."

Mountain Drive.

Mount Royal is of volcanic origin. The crater of Mount Royal is on the top of the hill, and there is a prophecy that one day it will become active and bury Montreal in its ashes. From the Observatory can be seen, to the west, the Lake of the Two Mountains, with the various branches of the Ottawa by which it pours its waters into the St. Lawrence, and beyond that the Laurentian mountains, the oldest hills known to geology.

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.

Alongside the Protestant cemetery to the south, on another face of the mountain-slope, lies the Roman Catholic cemetery.

Here stands the Patriots' Monument to commemorate those who fell in the rebellion of 1837.

St. Helen's Island.

The Park on the island of St. Helen, contains 128 acres. The island is about a mile from the city, and is reached by a steam-ferry. It was named by Champlain after his wife, Hélène de Bouilli, and bought by him with her dowry. Under the early British *régime* the island was made a garrison. A portion is still reserved for military purposes. The old fort is extremely well preserved, as is also an ancient wooden block-house situated on the crown of the hill. It was upon St. Helen's Island that Chevalier de Lévis, commanding the last French army in Canada, burned his flags (September 8, 1760), rather than surrender them to General Amherst, who took the city.

Lafontaine Park, containing 84½ acres, lies at the east end of Sherbrooke street.

Dominion Square is the largest and most beautiful of the public squares. To the east is the building of the Young Men's Christian Association, constructed of brick, with facings of grey stone, in the style of Queen Anne. On

the southern part of the square is the statue of the late Sir John Macdonald, and two cannons taken from the Russians in the Crimean war. To the east stands St. James' Cathedral, and to the west are St. George's Episcopal, the Dominion Square Methodist churches and the Windsor Hotel.

Young Men's Christian Association Building.

At the south-west corner is seen the Canadian Pacific Railway Station and general offices.

Phillips Square lies at a short distance eastward on St. Catherine street. The Art Gallery, on the east side, will well repay a visit.

"Our Handicrafts Shop," under the management of the Woman's Art Association, shows *habitant* homespuns, Doukhobor and Galician embroideries and Indian work.

Ogilvy's Dry Goods Store, noted for Dress Goods, Millinery and linens, affords much attraction to visitors to the city. It is situated on St. Catherine street, corner of Mountain street.

Southwards, at the foot of Beaver Hall Hill, is Victoria Square. On the way down are passed, on the right, St. Andrew's Presbyterian and, on the left, the building formerly occupied by the Unitarian Church, on which is the tablet: "Here stood Beaver Hall, built 1800, burnt 1848, mansion of Joseph Frobisher, one of the founders of the North-West Company, which made Montreal for forty years the fur-trading centre of America."

On Victoria Square, stands the beautiful bronze statue of Queen Victoria, from which the square is named.

A Bit of Old Montreal.

Eastward along St. James Street is the Place d'Armes. In the centre stands the bronze statue of de Maisonneuve, above a granite pedestal on which is inscribed: "Paul de Chomedy de Maisonneuve, founder of Montreal, 1642." There are four *bas-reliefs* on the pedestal, representing (1) the founding of Ville-Marie; (2) de Maisonneuve killing the Indian chief; (3) the death of Dollard; and (4) the first Mass. Four full-sized figures stand at the corners: an Indian

of the Iroquois tribe; a soldier, Lemoyne; a colonist, Closse, with his dog, and Jeanne Mance, tying up a child's wounded hand. The statue, by Hébert, a Canadian, is one of the

Statue of Queen Victoria—Victoria Square.

finest pieces of sculpture on the continent. Notre-Dame Church and the Seminary of St. Sulpice stand on the south side, while on the opposite side of the square is the Imperial Insurance building, on the wall of which are two tablets: "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated, Chomedy de Maisonneuve killing the chief with his own hand, 30th March, 1644." "This building is erected on part of the original concession made to Urbain Tessier named Lavigne, this being the second lot granted to an individual on the island of Montreal." To the west is the Bank of Montreal, the oldest Bank in Canada, organized in 1817. It is a fine specimen of Corinthian architecture. The stone fortifications of Ville-Marie extended from Dalhousie Square through this site to McGill Street, thence south to Commissioners Street, and along the latter to the before-mentioned square. Begun 1712 by Chaussegros de Léry, demolished 1817. To the west of the Bank is the massive building of the General Post Office. In this square the French laid down their arms to the British, under General Amherst, in 1760. On a house at the south-east corner of the square is another tablet: "Here lived, in 1675, Daniel de

Grésolon, sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

Further east is the Champ-de-Mars. It is situated on the slope from Craig street up to Notre-Dame street, at the east end of St. James street. Here the British regiments stationed in the city paraded, and it is still used as a parade-ground by our volunteers. On Craig street, opposite, is the Drill-hall, capable of holding fifteen thousand people. At the top of the ridge are the massive buildings of the Court House, the City Hall, and the Provincial Government House, which was formerly the residence of the Honorable Peter McGill, who was, in 1840, the first British mayor of Montreal. Here was the old Jesuit monastery, which was successively used as military quarters, gaol and court house. The present building was erected in 1856. Two tablets here are interesting: "The Père Charlevoix, historian of La Nouvelle France, 1725." Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692, occupied as military headquarters 1800, burnt 1803. Charlevoix and Lafitue, among others, sojourned here. On the square in front four Iroquois

Seminary of St. Sulpice.

suffered death by fire, in reprisal, by order of Frontenac, 1696. Here stood also the town pillory. The City Hall is a

McGill University Grounds.

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WHEN YOU MAY FISH AND HUNT

PROVINCE OF QUEBEC

Caribou.—From the 1st of September to the 1st of February.

Deer and Moose.—From the 1st of September to 1st of January.

Deer and Moose, counties of Ottawa and Pontiac.—From 1st October to 1st December.

It is forbidden to hunt, kill, or take at any time, the young of caribou, deer or moose of one year of age or less. Also to hunt, kill or take at any time, any cow moose or doe.

Beaver.—At any time after the 1st day of November, 1908.

Mink, otter, marten, pekan, fox and lynx.—From the 1st of November to 1st of April.

Hare.—From 1st December to 1st of February.

Bear—From 20th August to 1st July.

Muskrat—From 1st April to 1st May.

Woodcock, snipe, plover, curlew, tatler or sand-piper.—From 1st of September to 1st of February.

Birch or spruce partridge.—From 1st of September to 15th of December.

Widgeon, teal, wild duck of any kind.—From 1st of September to 30th of April.

Sheldrake, loons, gulls, eagles, falcons, hawks and other birds of the falconidæ are not protected.

It is forbidden to take nests or eggs of wild birds at any time of the year.

Line fishing, and rod and line fishing, are alone permitted in navigable waters, and the rod-and-line fishing only is permitted in the non-navigable waters of the Province of Quebec.

Any person not having his domicile in the Province, who desires to fish therein, must, before beginning to fish, procure a special license to that effect from the Commissioner, or from any other person authorized for that purpose.

Fees for license for non-residents are as follows :

For one day or more, per day	$ 1.00
For one month	10.00
For two months	15.00
For three months	20.00

Bona-fide active members of the clubs duly incorporated under the laws of the Province, or licensees of the fishing territory, have no license to pay to fish in their territory.

The fishing rights do not give non-residents the privilege to hunt.

OPEN SEASON FOR FISH

Bass.—From 16th June to 14th of April.

Maskinongé.—From 2nd of July to 25th of May.

Pickerel (doré).—From 16th of May to 14th of April.

Salmon.—From 2nd of February to 14th of August.

Speckled trout.—From 1st of May to 30th of September.

Grey trout, lake trout or lunge.—From 2nd of December to 14th of October.

Whitefish.—From December 1st to October 31st.

Ouananiche.—From 1st of December to 30th of September.

large and handsome building, with a striking tower and heavy corner turrets, and cost in the neighborhood of $525,000. On the wall is the tablet: "To Jacques Cartier, celebrated navigator of St. Malo. Discovered Canada and named the St. Lawrence, 1534-1535."

In front of the river slope of the ridge, is Jacques Cartier Square, at the upper end of which stands Nelson's monument. This tall column, surmounted by a statue of Lord Nelson, was erected by public subscription in 1809. The square is used as an open market. In a house to the east lived the Honorable James McGill; on it is a tablet: "The residence of the Honorable James McGill, founder of McGill University, 1744-1813."

Adjoining this is the famous Château de Ramezay. It is now the museum, containing many interesting relics. Two tablets on its walls set forth its history: "Château de Ramezay. Built about 1705 by Claude de Ramezay, governor of Montreal, 1703. Headquarters of La Compagnie des Indes,

1745. Official residence of the British Governors after the cession. Headquarters of the American Army, 1775; of the Special Council, 1837." In 1775 this château was the headquarters of the American Brigadier-General Wooster, and here, in 1776, under General Benedict Arnold, the Commissioners of Congress — Benjamin Franklin, Samuel Chase, and Charles Carroll of Carrolton—held council." Here Franklin set up his printing press and printed "The Gazette," which still continues as a Montreal daily paper. In the council room Lord Elgin signed the Rebellion Losses Bill, after the rebellion of 1837.

Young Women's Christian Association Building.

Place Viger is situated on Craig street. It was named after Commander Viger, the first mayor of the city. The chief French residential quarter lies to the north, up St Denis and the neighboring streets. Opposite the square, on Craig street, stands the Canadian Pacific Station and magnificent Place Viger Hotel. This is a handsome building, and, like the Frontenac at Quebec and other hotels of the Canadian Pacific Railway, affords first-class accommodation to the tourist.

Redpath Library—McGill University.

The ancient fortifications of the city, of which relics here and there are still to be seen —notably at the Champ-de-Mars—extended from Dalhousie Square on the east to McGill street on the west. On the north, a bastioned stone wall ran along what is now Fortification lane, while the water-front was also fortified. At the corner of Notre-Dame and McGill streets is the following tablet:

"Récollets Gate. By this gate Amherst took possession, 8th September, 1760. General Hull, U. S. Army, 25 officers, 350 men, entered prisoners of war, 20th September, 1812."

The squares, reserved in the various districts of the city, have a total area of 47¼ acres; and along with the public parks, have an estimated value of $7,238,500.

The water supply of the city is good. Powerful engines raise the water of the river to two reservoirs on the side of the mountain.

The streets cross one another at right angles. There are in all 200 miles of streets in the city. Of these 64 are covered by electric car lines.

The management of the harbor of Montreal is under the control of an efficient Board of Commissioners, with the Hon. Senator Mackay as President. The work done annually by the Trust regarding improvements to the harbor is of the most arduous nature, and the time devoted to the welfare and growth of the port by the members of the Board is given at a sacrifice to personal and business interests. The Trust has accomplished a great national work, which the citizens of Montreal gratefully recognise.

Fish and Game.

While hundreds of sportsmen from the United States and Great Britain each year visit Canada's magnificent forests, lakes, rivers and streams, who can tell even as well as the native himself the advantages of this or that section as regards the deer, the moose, the trout, the ouananiche, or the small-mouth bass, and there are still thousands devoted to the reel and rifle who are utterly ignorant of what the territory north of the 45th parallel has to offer.

First of all, fishing and hunting in Canada is an inexpensive sport, as compared with other sections of the continent; particularly if it is gone about in the right manner. If the luxury of a guide is demanded, the pay runs from $1 to $3 per day, according to locality, but never more. Throughout the Province of Quebec, Jean-Baptiste and his good wife keep the hostelry, and a dollar a day or thereabouts is the maximum charge. The little hotel over which he presides is ordinarily comfortable, but never fashionable, and nine o'clock at night finds the household, including the tired fisherman, sound asleep.

For trout, speckled and grey, the Laurentians open up to the sportsman a delightful territory, being on the lines of the

Canadian Pacific Railway and on the Great Northern Railway, within a few hours' ride of the city. For trout and for the small-mouth bass, often called the prince of American game-fish, that vast field for the angler known as "Highlands of Ontario" is readily accessible by the Grand Trunk Railway. If ouananiche, spoken of as the land-locked salmon, are the quest, then one goes to the Lake St. John region.

Within a ride of an hour or two of Montreal, black bass, doré and maskinongé fishing can be obtained which would warm the heart of the average angler.

St. James' Club.

Brome lake, near Knowlton, is famous for its large black bass; Lake Memphremagog, partly in the Province of Quebec and partly in Vermont, for large grey trout and pickerel. The waters in this latter section are well filled with speckled trout. Again, there are various points on the Ottawa river where bass and maskinongé fishing is unexcelled, the latter running up to sixty pounds in weight.

To the north of Montreal, in what is known as the "Laurentian Lakeland," are literally hundreds of lakes which abound with fish. An advantage here, also, is the fact that practically any point in the district may be reached in a day's journey.

In the autumn, red deer, partridge and duck also abound in this section, and here are to be seen vast stretches of country in which the settler is unknown and where the woodsman's axe has yet to ring.

The "Highlands of Ontario," already referred to, are reached by the northern division of the Grand Trunk Railway running from Toronto to North Bay. The James Bay Railway, between Toronto and Parry Sound, runs through the Muskoka District as well. The lake country presents unrivalled facilities for hunting, fishing and camping. Another district,

east, known as the Haliburton region, but included in the high altitude of the Highlands, is the haunt of some of the largest speckled trout on the continent, running as high as eight pounds each.

The domain occupied by the fish and game cover so many hundreds of thousands of acres, that no one need feel that his pet pool or favorite lake will be infested by a crowd of eager, and perhaps noisy sportsmen. Then again, the quantity and quality of the sport is in accord with the wide domain. In the cold waters of these northern lakes and rivers, not only do the fish thrive, but grow larger and gamier than in any other section of the continent. A well-known writer on fishing in Canadian waters has described the ouananiche as an "India-rubber idiot on a spree." This might be applied nearly as well to the other game-fish of these northern waters ; and all we can say is, "Come and see for yourself."

Grand Trunk Railway Station.

There are thirty-three chartered banks in Canada, with an authorized capital of $100,246,666, and a paid-up capital of $80,078,420. Montreal being the great commercial centre of the Dominion, has the head offices of a number of the banks and branches of all the most important of these financial institutions.

On another page will be seen the new building of the Sovereign Bank of Canada—an imposing structure, situated on St. James street. The Sovereign Bank has sixty-four Branches, and is one of Canada's most progressive financial institutions.

The Province of Quebec is governed by a Lieutenant-Governor, a Legislative Council and a Legislative Assembly. The first two branches named are appointed, and the members of the Assembly are elected by the people. The Hon. Lomer Gouin, Prime Minister of the Province, is a citizen of Montreal, and has for some years been one of the city's representatives in the Assembly. Recognized by French and English alike as a man of great ability, with sterling principles of honesty and

integrity, he brings in his new position a great honor to the commercial metropolis of Canada.

Sanatorium, Three Rivers, P.Q.

The City of Three Rivers is a thriving and prosperous place, and well worth a visit from the tourist. There are many points of interest in the City and near surroundings. It is noted in the medical world for its Sanatorium for the scientific treatment of nervous diseases and general debility.

This institution is located in a beautiful park, with all the advantages of healthful country surroundings.

Three Rivers is mid-way between the cities of Montreal and Quebec, on the Canadian Pacific Railway, and can be reached from either in two hours' time.

The St. Lawrence Below Montreal

Boucherville, situated on the south shore of the St. Lawrence, a few miles below Montreal, was, in the old French *régime*, known as Fort St. Louis. Here on May 20, 1668, Father Marquette, the discoverer of the Mississippi, baptized a baby Indian girl, and that baptism appears at the head of the first register of the parish. The original, in the hand of the famous Jesuit, is still to be seen in the parish church.

The City of Quebec is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South, everything here is strange and new; for, despite its commercial progress, the past and present seem inseparably interwoven. Quebec of to-day reminds one at every turn of the centuries dead and gone.

One of the most romantic trips ever planned for a summer outing consists of a trip from Quebec to Lake St. John by a railway that crosses the Canadian Adirondacks for 190 miles; from Lake St. John to Chicoutimi, at the head of navigation on the Saguenay.

But what shall we say of the ever changing panorama of precipitous mountains towering overhead, of yawning chasms deep below, of the scores of fish-laden lakes, and the miles of rapturous river rapids, which unfolds itself to the tourist as the train follows the serpentine course of the new iron road that in-

vades the wilderness, home of the bear, the moose, the caribou, the beaver and the aboriginal Montagnais Indian? What ideal camping sites for the artist, the angler or the hunter! What a palatial summer hotel, and what home-like comforts at Roberval, overlooking the great inland sea, whose opposite shore is veiled from view by intervening space! This Lake St. John is the source of the Saguenay and the home of the famous ouananiche, or fresh-water salmon, the greatest game fish in existence. The anglers loudest in its praises are those who have crossed the Atlantic, or come from the Southern States to give it fight in the rapid waters of the great lake's discharge, or in its mighty tributaries, some of which are over a mile wide at their mouths, and hundreds of miles in length.

(C. P. Ry.) Windsor Street Station.

On Dominion Square, one of the most prominent structures, is the splendid cut-stone pile of the Windsor Station—headquarters worthy of the Canadian Pacific Railway, the greatest transportation company in the world. It controls 11,000 miles of lines, stretches from the Atlantic to the Pacific, and has fleets of fine vessels regularly plying on both oceans. On the Atlantic its ships keep up a regular service between Montreal, Quebec or St. John, N.B., and London, Liverpool, Bristol and Antwerp, and on the Pacific between Vancouver and Victoria, B.C., and the Orient, Skagway and Seattle, while the steamers of the Canadian-Australian line run in close connection with its trains, to Australasia—the latest

addition to the fleet being the splendid Empresses, the finest and fastest express passenger steamships in the Canadian service.

Besides the Windsor Station, it has another fine depot in the east end of the city, on Place Viger. Here arrive the trains from Quebec, the Nominingue branch through the Laurentians and the north shore route to Ottawa. The Windsor Station, however, is the centre of the whole system, for it is the point of departure and arrival of the regular transcontinental trains, and of the "Short Line" trains that connect Montreal with the Maritime Provinces, Halifax and St. John, the winter termini of the Atlantic steamship service. Here, too, arrive and depart the trains for New York, Boston and Toronto.

Such a system touches many points of interest to the tourist. Quebec, Montreal and the Maritime Provinces unite scenic and historic interest. From Toronto, Niagara and the "Garden of Canada" may be visited. The sportsman will seek the St. Maurice and Gatineau valleys for big game, and Timiskaming and Mississaga for fishing and canoeing, while the Laurentians afford most pleasant outings. At Kenora the lovely Lake of the Woods attracts much interest, and Winnipeg and the prairies show a nation in the making—a process the Canadian Pacific Railway is doing much to foster. The Canadian Rockies are famous the world over, and are all the more accessible by reason of the double daily transcontinental train service, including the Imperial Limited express, and the chain of fine hotels the Canadian Pacific has instituted. Banff, Lake Louise, Field, Emerald Lake, the Yoho valley and Glacier, are the favorite points for tourists; while the sportsman will find Sicamous, on Shuswap Lake, one of the most attractive spots. The whole of British Columbia, however, is an excellent country for the angler or the lover of big game. Vancouver and Victoria are most picturesquely situated, and he who crosses the continent in the Imperial Limited or express trains of this great Canadian company will find it one of the most interesting and delightful trips imaginable.

Montreal is the headquarters of one of the oldest railroads, not only of America, but of the world. Railroading was in its infancy when, in 1851, the Grand Trunk Railway Company obtained its charter, and it was only two years later that the line from Montreal to Portland, Me., a distance of two hundred and ninety-seven miles, was opened—a remarkable record for

those early days. This vigorous and progressive beginning was kept up, and the main line to Toronto was opened in 1856, and continued to Sarnia in 1858. The next great step was the purchase of the Chicago and Port Huron Line, which opened communication from the great city on the Lake to Montreal, and thence to the Atlantic Ocean, at Portland. Further details of the progress of this huge corporation, interesting as they are, must be left, and it will be sufficient to say that the Grand Trunk System to-day has a mileage of four thousand six hundred and thirty-seven miles; that it covers with its iron network the states of Illinois and Michigan; that it touches every town of importance in the provinces of Ontario and Quebec, and that the original section through Vermont, New Hampshire and Maine carries a yearly increasing number of pleasure-seekers to the seaside resorts of the Atlantic coast. It is also the only double track railway in Canada, and the largest double track railway in the world under one management. It also reaches all the principal ports on Lake Erie, Huron and Georgian Bay, as well as leading in-

General Offices of The Grand Trunk Railway System.

dustrial centres; taps the rich farming section and holds important traffic relations through its own connecting lines with the United States through Port Huron, Detroit, Suspension

and International Bridges; and by a recent arrangement with the Canadian Government has under way the construction of a transcontinental line from the Atlantic to the Pacific Ocean, all on Canadian soil. It receives inland water freight on lakes Huron, Michigan, Erie and Ontario; it taps both inland and ocean navigation at Montreal, and it meets the great ocean liners at Quebec, Montreal and Portland.

Naturally, a railroad system with such a mileage and with such varied connections offers a wide range of attraction to the tourist, every taste finding something to satisfy it. The vast expanse of inland seas, the varied beauty of wooded Islands, the shimmering loveliness of lonely lakes, the foamy attractions of rapid streams, the charm of tree-clad hills, the grandeur of snow clad mountains, and the awe-inspiring Niagara Falls, are all found along this line.

A trip to Montreal from the West carries the traveller past four of the world's great triumphs of engineering skill. The St. Clair tunnel is really an iron tube nineteen feet in diameter and nearly two miles long, through which the trains pass under the St. Clair river. The International bridge crossing the Niagara river at Buffalo is a vast and important piece of work. The single-arch double track steel bridge at Niagara Falls replaced the old suspension bridge which had such a world-wide fame. The new bridge is not only a wonderful structure, but it harmonizes in a marvellous way with the natural scenery about. The span of the arch is 115 feet long and 226 feet above the river. At Montreal is the Victoria Jubilee bridge. This has replaced the old tubular bridge; and while the work was in progress it was so cleverly performed that no stoppage of traffic was necessary.

By taking any of the many branch lines at different points, lovely side-trips can be had, and splendid localities for fishing and shooting reached. Its lines into the northern part of Ontario lead into the wonderful scenic regions of Muskoka, Temagami and the famous Algonquin Park of Ontario, on their Ottawa Division, names already known among tourists and lovers of beautiful scenery. Here are lakes and streams, varied in character but uniform in beauty, which make a trip through this district a continual panorama of loveliness.

Perhaps the most enjoyable of the outings in the vicinity of Montreal is the trip down the Lachine Rapids. The experience is unique, and those who "shoot" the rapids for the

first time experience the sensation of having come safely through some dangerous pass. This is considered to be one of the feats of navigation of the world.

THE SOVEREIGN BANK OF CANADA, MONTREAL OFFICES

The rolling-stock and road-bed of this company are in excellent condition, and everything is done for the comfort and convenience of their passengers. One of the finest structures in Montreal are the general offices of the Grand Trunk Railway System, on McGill street, and which is well worthy of a visit.

The Ottawa Division of the Grand Trunk from Montreal to Ottawa, and thence across to Parry Sound, carries the tourist through the famous Algonquin National Park of Ontario. This Park is a reserve of over two thousand square miles, set apart by the Ontario Government for all time to come, "for the benefit and enjoyment of the people." It lies between the Georgian Bay and the Ottawa River, south of Lake Nipissing. It is one of the most remarkable regions of Lake and stream, primeval forest and rock, that can be found anywhere. It is a great game-preserve, a fisherman's paradise, a source of water supply, a field for reforestry, and a natural sanitarium. No less than one thousand lakes make the reservation a veritable lakeland, if the expression may be used. The largest is Great Opeongo, and the highest is Caché Lake, which is 1837 feet above the sea-level. The elevation of this territory consequently is much greater than any other district in Canada east of the Rocky Mountains. On the shore of Opeongo is the burial place of the Algonquin Indians, who formerly inhabited the district.

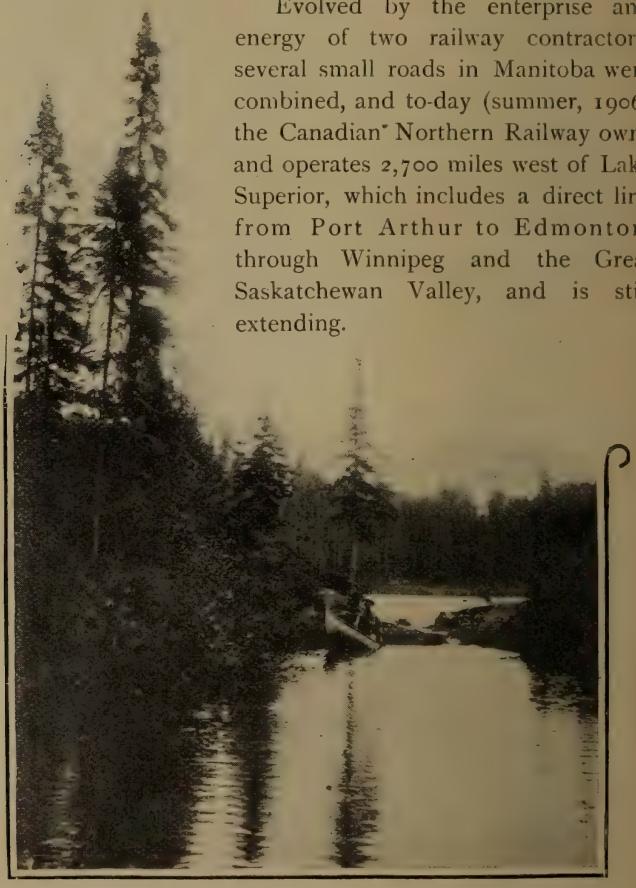
Nature intended a region so wooded and watered to be the haunt of fish, birds, game and fur-bearing animals, and, under the wise protection of the Ontario Government, hundreds of strong colonies of beaver, otter, marten and mink are to be found within the protected limits. The lordly moose and red deer are found in large numbers. Fish are plentiful and various kinds are cultivated in all the waters. Good portage roads have been made, and forty-eight shelter-huts have been built in various parts for the convenience of the rangers and the public. A map has been issued by the Government showing the Canoe routes, portages and situation of huts. Licenses to fish with rod and line only, and to make a tour through the park, may be had at a small charge of $1.00 for Canadians, and $2.00 for non-residents, on application to the Superintendent, Mr. G. W. Bartlett, at Algonquin Park, P. O., Ontario.

Tourists visiting Montreal can go by boat or rail to Quebec, and thence through the White Mountains of New Hampshire. The Quebec Central Railway is a favorite tourist route from Quebec to all points on the White Mountains. Leaving Lévis, a magnificent view is obtained of Quebec and the majestic River St. Lawrence. As the train follows the bank of the river for several miles, the traveller is enabled to see to advantage the Beauport slopes and the Falls of Montmorency. Presently the train is abreast of the Isle of Orleans, whose low shores, with their expanse of farmland and groves of pine and oak, are still as lovely as when the wild grape festooned the primitive forests and Cartier named it "Isle Bacchus." The line runs past several typical Canadian villages and through the valley of the Chaudière River. Through this valley Benedict Arnold marched his army to Quebec one hundred and twenty-six years ago. The scene now hardly suggests the difficulties he had then to overcome. Thetford is famous for its asbestos mines. Black Lake Station receives its name from the beautiful lake lying deep among the hills far below the railway. The district abounds in lakes and streams, wild and romantic scenes, and boundless forests; here also are rich mines of asbestos, iron, marble and soapstone. At Dudswell a junction is made with the Maine Central Railway, a direct route to the heart of the White Mountains and the coast of Maine. Along the bank of the St. Francis River, through a rich farming district, then over a series of deep ravines, through which raging torrents

run, and Sherbrooke is reached. Connection is made here with the Grand Trunk Railway for Portland, the Boston and Maine Railroad for Newport, Boston and New York, and the Canadian Pacific Railway for points east.

A third great Canadian transcontinental system has recently established its Eastern headquarters in Montreal—the Mackenzie-Mann Railway System—and like a lusty young giant, bids fair to soon join in importance its older brethren.

Evolved by the enterprise and energy of two railway contractors, several small roads in Manitoba were combined, and to-day (summer, 1906) the Canadian Northern Railway owns and operates 2,700 miles west of Lake Superior, which includes a direct line from Port Arthur to Edmonton, through Winnipeg and the Great Saskatchewan Valley, and is still extending.



On Great Northern Railway of Canada.

At Port Arthur, the G.N.R. owns and operates the largest grain elevator plant in the world, with a capacity of seven million bushels.

East of the Great Lakes, the James Bay Railway, opened this summer between Toronto and Parry Sound, taps beautiful Lake Couchiching, and gives a direct short rail route to the well-known Muskoka Lakes, as well as to the myriad isles of Georgian Bay, and the line is being constructed north through the French River district and beyond Sudbury, opening up a tremendous fish and game country.

The Great Northern Railway of Canada, in this Province, extends between the Ottawa River and Quebec, with branches into such beauty spots in the Laurentian Hills, as 16 Island Lake, etc., and is without doubt the scenic line of the East, there being one continuous view of mountain, lake and river.

Shawinigan Falls, 150 feet high, rightly termed "More picturesque than Niagara," and midway between Montreal and Quebec, attract many visitors, and is a delightful spot for a week-end.

The following well-known fish and game resorts are reached by this line :—Shawinigan Club, 24 miles north of Charette's Mill; Winchester Club, 6 miles north of Charette's Mill; Club des Souris, 18 miles north of Charette's Mill; Laurentian Club, 9 miles north of Glenada; Club Archange, 6 miles north of St. Tite; Maskitsy Club, 12 miles north of Reed's Camp; St. Bernard Fish and Game Club, 12 miles north of St. Paulin; St. Leon Springs, 6 miles south of St. Paulin; Mastigouche House, 30 miles north of Joliette; St. Maurice Club, 6 miles from St. Tite.

East of Quebec, Mackenzie & Mann control railways in Nova Scotia and Cape Breton, and are busily engaged in forging the links necessary for the completion of the next transcontinental.

The Abenakis Springs is one of Canada's best known pleasure and health resorts. These mineral springs rival those of Europe in health-giving qualities, so much so, that they are known as "the Carlsbad of Canada." For centuries the Indians have referred to these waters as the "Water of Life,' because of its wonderful curative properties. The hotel accommodation is excellent, and the surroundings of the St. François River, Lake St. Peter, etc., delightful.

The Historical Ottawa.

The Ottawa River, known to old *voyageurs* and early settlers as the Grand River, is upward of six hundred miles long, and has twenty large tributaries.

At the Chute-à-Blondeau—*au pied du Long Sault*—Dollard des Ormeau and his brave Frenchmen perished in 1660, in their stand against the Iroquois.

Abenakis Springs Hotel, P.Q.

At St. Anne, where the Ottawa empties into the St. Lawrence, stands the house in which Tom Moore, the great Irish poet, resided in 1805. Here he wrote the "Canadian Boat Song," and the old house has seen no change from that day to this.

Montreal a Sporting Centre.

Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada, and in no other city on the continent are these particular games played with such a degree of skill. The Minto Cup, emblematic of the championship of the world in lacrosse, is held by a Montreal club; and the Royal St. Lawrence Yacht Club has held for some years the Seawanhaka International Challenge Cup, which is to twenty-five footers what the America's Cup is to the gigantic ninety-footers.

Lacrosse is the national game of the country, and its season extends from May until October. Hockey is the National winter game, and is played on ice from December until March. In addition to these distinctly Canadian games, football (both Rugby and Association,) cricket, golf, polo, yachting, rowing and canoeing flourish, and all field sports are well patronized. Ice racing is a feature of winter sports; while for tobogganing and skating, no city in the universe furnishes such opportunities for three months in the year.

The Montreal Amateur Athletic Association has an excellent cinder-track, where on alternate years, the Canadian amateur championships are contested. In the winter this immense athletic oval is turned into an open-air skating rink with a quarter-mile track. By an arrangement with the National Amateur Skating Association of America, the speed skating championships of the continent take place on this track every second year.

In small yacht racing Montreal designers, builders and sailors hold an eminent position. Lake St Louis is within easy access of the city, and affords a magnificent course for sailing. The home of the Royal St. Lawrence Yacht Club is at Dorval, and it is here that the Seawanhaka Cup has been kept. This trophy of international fame was won from the Seawanhaka-Corinthian Yacht Club of New York, and has been successfully defended until last season against American and English challengers since its arrival here.

Cross-country riding is extremely popular, and there are two hunt clubs which furnish sport of this character. The Montreal Hunt and the Canadian Hunt are both flourishing organizations. The former is one of the oldest hunt clubs on the continent, standing second in point of age. The Canadian hunt while a younger organization, also possesses an excellent pack of hounds and many riders. The country about Montreal is particularly well adapted for fox-hunting.

Golf has become a favorite pastime, and Montreal is, indeed, well favored, and devotees of the ancient game have no lack of courses, there being no less than six of them in the city, or else within convenient access.

Tourists are invited to call at the Information Bureau of the Montreal Business Men's League. The advantages offered to strangers are free of charge, and correspondence receives attention.

The address may be used by tourists for letters and tele grams. Side trips and accommodation arranged for; information about the city and all Canadian places of interest furnished on application. Shopping lists furnished.

Any information required as to these resorts can be obtained by addressing the office of the Montreal Business Men's League.

Places of Interest in and about Montreal

Drive through Mount Royal Park and Cemeteries.
Victoria Jubilee Bridge.
Around the Mountain.
Ferry to St. Helen's Island.
Carter's Drive.
Dominion Square.
Victoria Square.
Lafontaine Park.
Notre-Dame Church.
Art Gallery.
Henry Morgan & Co.
McGill College and grounds.
St. James Cathedral.
St. James Methodist Church.
City Hall and Court House.
Maisonneuve Monument.
Nelson's Column.
Lachine Rapids.
Royal Victoria Hospital.
Hôtel-Dieu.
Y. M. C. A. building.
General Hospital.
Grey Nunnery.
Church of the Gesù.
Christ Church Cathedral.
Bonsecours Market.
Drill Hall.
Château de Ramezay.
Harbor of Montreal.
Natural History Museum.
Montreal Hunt Club Kennels.
Canadian Hunt Club Kennels.
Sir John A. Macdonald's Monument.
Notre-Dame-de-Lourdes Chapel.
Ville-Marie Convent.
Hochelaga Convent.
St.-Vincent-de-Paul Asylum.
Montreal College.
Mont. St.-Louis College.
Laval University.
Chas. Desjardins & Co.
Notre-Dame Hospital.
Seminary of St. Sulpice.
Old towers, Sherbrooke Street.
Eden Musée.
Jas. A. Ogilvy & Son.

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We recommend as experienced guides, only drivers who are members of The Montreal Hackmen's Association, who will be easily identified by button on lapel of coat, as shown in cut.

3 Hours takes you to the summit of Mount Royal, to the Churches, past the finest residences, McGill University Grounds and Sherbrooke Street. $3 pays the Hack, seating comfortably 4 persons.

Any portion or extension of this drive, and all drives extending beyond the city limits, will be charged for at the rate of one dollar per hour.

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Parlor, Bedroom, with bath, $3 and $5 per day
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MILTON ROBLEE, Proprietor.

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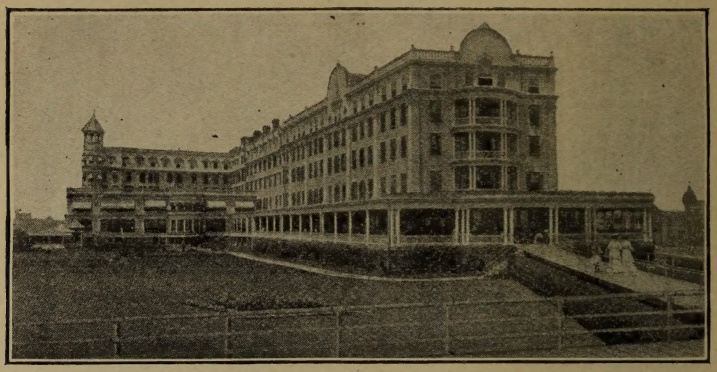

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Traymore Hotel Company,
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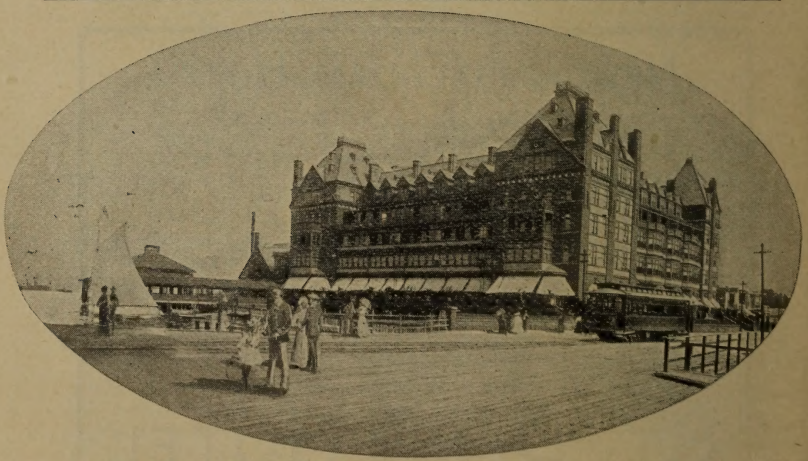

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